

September 3, 2003

RE: Addendum to McKinley Street Traffic Calming Study

As requested the following changes have been made to the McKinley Street Traffic Calming Study:

The traffic circle recommended at the intersection of Nebraska Avenue, 30th Place and McKinley Street has been removed.

Traffic accident data has been further scrutinized. In attempts to detect specific safety deficiencies along McKinley Street, accident data was analyzed by location and accident type.

Parking configurations were restored to those recommended in the original McKinley Street report. These include staggered parking on both sides of the street. The proposed staggered configuration will provide approximately 100 to 110 parking spaces, an increase of 10 from the existing scenario.

Based on Department of Public Works (now DDOT) 1996 policy an “existing” collector street must be a minimum of 30’ wide to permit parking on both sides with two way traffic. McKinley Street is 28’ wide and does not meet this requirement; therefore parking should not be permitted on both sides opposite each other.

A “newly” built collector street must be 32’ wide to support parking on both sides of the street.

Finally, traffic diversion was incorporated into the report in attempts to predict the impact traffic calming on McKinley Street will have on neighboring roadways. According to national publication, the estimated diversion of traffic distributed over the three or four alternative routes in the study area will have a minimal impact.

It is our understanding that a vote will be taken by the ANC on all recommendations of the aforementioned study.